

Appendix A

Summary of Objections & Feedback

50 miles per hour Speed Limit on A355
Amersham Road (between Gore Hill and
Whipass Hill)

CONSULTATION OVERVIEW

A large number of responses (563) were received, however a significant number of these did not provide a comment which makes it difficult to determine the basis for any objection.

The overall breakdown is as follows:

- 49 in support (25 of which provided no comment)
- 512 objections (497 of which provided no comment)
- 2 undecided (1 of which provided no comment)

We therefore might have people simply objecting to the principle of reducing speed limits without considering the safety factors or wanting the speed limit to be further reduced to something lower than the 50mph proposed.

As a result, if we only analyse the responses that include a comment the results change significantly:

- 24 in support
- 15 objections
- 1 undecided

County Councillor Alison Wheelhouse responded to say: *"I am happy to support the officers' recommendation having read the evidence in the reports and I also see that this is supported by TVP".*

Councillor Timothy Butcher: *I am fully supportive of this reduction in the speed limit from 60MPH to 50MPH; This reduction in the speed limit is supported by the Parish Council and a significant number of Coleshill Residents.*

Councillor Anita Cranmer responded: *I am totally in favour of the proposed speed reduction. It can be a dangerous road at 60mph and the crossing and exit points very hazardous.*

Councillor Jackson Ng (Beaconsfield), Cllrs Carl Jackson (Coleshill) & Simon Rouse (Coleshill) did not provide any feedback.

Thames Valley Police *have no objection to this speed limit reduction proposal and they have agreed to the scheme extents.*

SUMMARY OF OBJECTIONS AND FEEDBACK

The feedback received in the Statutory Consultation presented mostly objections to the proposals. A few comments received emphasized that:

Comment	TfB Response				
There is little or no supporting evidence / reasons supplied to justify this change i.e. why the present "national" speed limit is no longer appropriate	<p>Speed Data</p> <p>Speed data was obtained at two locations from 15th July 2021 to 21st July 2021 and they are:</p> <ul style="list-style-type: none"> • Vicinity of A355 junction with Tower Road along A355 Amersham Road – at peak times the average speed travelling south was 51mph and 44.5mph travelling north. • To the South of South Lodge - during peak times, mean average speed travelling south was 43.5mph and 45.5mph travelling north. <p>Collision History</p> <p>In the past five years there has been 1 Fatal Collision, 3 Serious Injury Collisions and 12 slight Injury Collisions along this section of road.</p> <p>With the evidence stated above, Transport for Buckinghamshire are satisfied this proposed speed limit reduction to 50 mph meets the criteria set out by DfT for average speeds as per below:</p> <table border="1" data-bbox="738 1115 1487 1406"> <thead> <tr> <th data-bbox="738 1115 938 1153">Speed Limit</th> <th data-bbox="938 1115 1487 1153">Where limit should apply:</th> </tr> </thead> <tbody> <tr> <td data-bbox="738 1153 938 1406">50mph</td> <td data-bbox="938 1153 1487 1406">Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50mph, so lower limit does not interfere with traffic flow.</td> </tr> </tbody> </table>	Speed Limit	Where limit should apply:	50mph	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50mph, so lower limit does not interfere with traffic flow.
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50mph		Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50mph, so lower limit does not interfere with traffic flow.			
It is an unnecessary intervention as traffic flows are fine and the road is well maintained, relatively straight and has few cyclists as well as walkers using it.					
Traffic turning into Tower Road in the centre of the A355 coming from Amersham is horribly exposed and at risk of being rear ended at high speed					
Limiting the current speed limit will have significant implementation costs (signage etc) and will use resources, financial & otherwise					
Reducing the speed limit will never solve the poor driving standards of many drivers e.g. not travelling above 35-40mph along the road.					
This road is perfectly safe at the national speed limit					
Speed cameras would also help to improve road safety					
Limiting the current speed limit will have significant implementation costs (signage etc) and will use resources, financial & otherwise					
This road section is particularly hazardous [to cross] due to bends in the road in both direction and there have been fatalities as well as many serious injuries					

<p>Motorists drive too fast and are prone to overtaking on this road, despite not having good visibility of oncoming traffic given the bends including frequently needing to brake rapidly to avoid emergency vehicles</p>	<p>Your comments are noted</p>
<p>Cars and lorries race along this stretch of road often driving at over 60mph plus and the volume of traffic is increasing</p>	<p>Your comments are noted</p>